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TRIBUNAL.

TENTH MEETING.

FIVE MEN SELECTED OUT OF
TWENTY-TWO.

A meeting of the Hongkong Conscription Tribunal was held yesterday, the Hon. Mr. E. H. Sharp, K.C., O.B.E., presiding over a full attendance of members.

Twenty-two cases were under consideration and, out of these, five men are to be set free for military service. The results, in brief, were as follows:—

HONGKONG & WHAMPOA DOCK CO.

W. E. Cooke, no exemption.

J. M. Jack, no exemption.

E. L. Hosie

W. P. Hedley

S. Gray

F. Goodman

W. Brown

J. G. Dick

D. S. Cooper

K. R. Macaskill

J. S. McIntosh

J. C. Owen

J. M. Smith

A. M. Simpson

G. Henderson

J. S. Hamilton

The following have been rejected as unfit:—

A. Tucker, W. A. Morgan, J. N.

R. Allan, D. L. Keith, S. H. West, W. P.

Ford, H. H. Scott, J. S. Keith, G.

Nelson, W. G. Brown, W. Tulip, and

F. C. Coleman.

NESTLE AND ANGLO-SWISS CONDENSED MILK CO.

W. A. Stephens—exempt for the time being.

There are no unfit men of military age in this Company.

MESSRS. MACKINTOSH & CO.

F. A. Mackintosh—exempt.

In this Company F. W. McKerns has been declared medically unfit. (Owing to an oversight Mr. McKerns' name did not appear in the agenda paper published yesterday.)

MESSRS. GERIN, BREVARD & CO.

J. D. Birrell—exemption until October 12th.

There are no unfit men of military age in this firm.

MESSRS. CARMICHAEL & CLARKE.

J. B. Thompson—exempt.

H. J. Rowe, who is of military age, has not yet been called up for medical examination.

OTHERS.

A. E. Godfrey—no exemption.

A. F. Brown—no exemption.

RESULTS UP TO DATE.

So far the names of 266 men have been revised by the Tribunal. Out of these 110 men have been declared medically unfit, leaving 156 cases to be dealt with. The following is the result of the Tribunal's deliberations:—

Total Exemptions 65

Temporary Exemptions 21

No Exemption 25

Substitutions 5

In the above summary Mr. Stephens is regarded as having been totally exempted.

HONGKONG AND WHAMPOA DOCK CO., LTD.

The first cases considered were those of the employees of the Hongkong and Whampoa Dock Co., Ltd.—Mr. R. M. Dyer appeared for the Company.

The CHAIRMAN (to Mr. Dyer)—We have been through your papers, and we see that you put it to the Tribunal that the Dock Company being, as we know, extensively engaged in ship-building and ship-repairing for the Government and otherwise, is important both Imperially and in the essential interests of the Colony. You tell us—as I think the Colony knows already—that the Dock Company has contracts with the Government at Home, with the Controller of Shipping in England, to build standard ships and the like, and with the Admiralty to do similar work for them, and that you also have on hand other work of national importance. You also put it to us that the Dock Company has in prospect a large amount of mercantile work. The Tribunal has no doubt as to the essential character of the Company's work, and the only question is whether individual men can be spared—particularly, perhaps, from the clerical staff. We see, from the papers, that the Company's pre-war staff consisted of 77 Europeans and 53 Portuguese and Chinese, and that the staff to-day is, as to the Europeans, reduced to 69, and that the Portuguese and Chinese have been considerably increased. Your papers also show that 15 men have, previously to the Tribunal, left Hongkong for military service. You tell us there has been a large increase, a very large increase, in the Company's work during the war and you give us actual figures of that increase. Respecting two men, we understand that the Company does not ask for exemption; that is to say, Mr. Cooke and Mr. Jack.

The CHAIRMAN—There are two men in the bill department before us. Mr. Macaskill has been seven years in the Company. We understand that the pre-war staff of the Bill department consisted of eight Europeans and that it is now reduced to six, and that if Mr. Cooke goes it will be five. Have you been away during the war, Mr. Macaskill?

Mr. MACASKILL—Yes, in 1916 for six months; I was not in the bill department then.

The CHAIRMAN (to Mr. Hedley)—You are also in the bill department. Have you been away during the war?

Mr. HEDLEY—No.

The CHAIRMAN (to Mr. Owen)—You are the chief costs and wages clerk. You have been ten years in the Company; you have two assistants—one over-age and one unfit.

Mr. OWEN—I have three assistants.

The CHAIRMAN (to Mr. Dyer)—Would it be possible to spare one?

Mr. DYER—Certainly not.

The CHAIRMAN—There are two draughtsmen here. Mr. McIntosh is an engine draughtsman and we understand the staff of engine draughtsmen has been reduced from four to three. Mr. McIntosh volunteered before the Military Service Commission. (To Mr. Dyer)—We understand, Mr. Dyer, that you put it strongly that no engine draughtsmen can be spared?

Mr. DYER—Absolutely.

The CHAIRMAN (to Mr. Cooper)—You are a ship's draughtsman and have been over eight years with the Company. The pre-war staff of ship's draughtsmen has also been reduced, from five to three. You volunteered before the Military Service Commission.

The CHAIRMAN (to Mr. Dyer)—We understand you put it to us that a ship's draughtsman cannot be spared?

Mr. DYER—Certainly not.

The CHAIRMAN—There is one store-keeper on the list—Mr. Hamilton. We understand that the staff of store-keepers has been reduced from five to four.

Mr. DYER—And the work has considerably increased.

The CHAIRMAN—Then there are two engineers—Mr. Gray, foreman turner in the engine shop, and Mr. Goodman, foreman supervisor of repair work. There is also one man described as an iron ship-builder—Mr. Simpson, who, we see, has been seven years with the Company. Mr. Smyth is foreman blacksmith and the only European blacksmith in the department. There is, also, I believe only one foreman shipwright here—Mr. Henderson. The pre-war staff of European shipwrights was six. It was increased to seven, because of the increase of work during the war. Does the seven include Mr. Davidson and Mr. Sleet, who are at present on leave?

Mr. DYER—Yes. They are on sick leave.

Both are coming back, one in August and the other in September. We have only five just now.

The CHAIRMAN—Can any man be spared?

Mr. DYER—Not at all.

The CHAIRMAN—There is one foreman joiner, Mr. Brown. He is the only European in that department, and has been eleven years with the Company. You have five brothers and all are fighting, I believe, Mr. Brown?

Mr. BROWN—Yes.

The CHAIRMAN (to Mr. Dick)—You are foreman saw-miller, and are the only European supervisor in that department. You volunteered before the Military Service Commission.

The men replying in the negative to a question as to whether they had anything further to add to what had already been stated, the Chairman, continuing, said—We understand, Mr. Dyer, you put it to us that none of these 14 men can be spared. I am not speaking of Mr. Cooke and Mr. Jack.

Mr. DYER—I tried to make it as clear as I could, but one thing I omitted to mention was that extensive arrangements are being made for shipbuilding in the future. We are extending our yards considerably and we have made considerable progress with the standard ships.

Mr. Dyer then submitted that none of the fourteen could be spared.

The CHAIRMAN (to Major Morgan)—You understand, Major Morgan, that the Company says it can spare two men, Messrs. Cooke and Jack. Do you ask for more?

Major MORGAN—I ask for two more from the office staff. The office staff consists of 14 Europeans, in addition to Portuguese and others.

The CHAIRMAN—You do not propose to name them?

Major MORGAN—I leave that to the Company.

After the Council had considered the matter in private, the Chairman announced that no exemption would be granted in the case of Mr. Cooke and Mr. Jack, and that exemption would be granted in the case of the other 14 men. The recommendation to the University authorities that Mr. Jack asked them to make would be made.

MR. A. E. GODFREY.

The next case was that of Mr. A. E. Godfrey.

The CHAIRMAN (to Mr. Godfrey)—You are 33 and single, and until lately were store-keeper at the Talkoo Dock. You have done ten years' service in the Navy as a stoker. We understand you do not ask for exemption. Well, Mr. Godfrey, you will go.

THE NESTLE AND ANGLO-SWISS CONDENSED MILK CO.

The case of W. A. Stephens was then considered.—Mr. Looker appeared to represent the Company.

The CHAIRMAN (to Mr. Looker)—We have read the papers which you have sent and you put it to us that the Company's milk is very extensively used by the public, both English and Chinese, and also by the military and naval authorities, and on transports and other ships in the Government service. We understand from these papers that the milk consigned to the Far East, and also, to some extent to India, comes, in the first instance, to the Hongkong office, which distributes it. The naval and military contracts are made to a considerable extent in England and the milk is shipped direct to India, but sometimes a further supply is required and purchased locally. Then it has to be re-packed and re-conditioned and we understand that work has to be done under experienced European supervision.

Mr. LOOKER—That is so. Some of the milk for the military authorities is shipped to us as apart from that shipped direct.

The CHAIRMAN—You give us the actual figures of the extent of the Hongkong business. The milk that comes here is now very largely made in the United States and Canada?

Mr. LOOKER—Yes.

The CHAIRMAN—You put it to us that the Company's business is of an essential character, both Imperially and in the interests of the Colony. You also put it to us that Mr. Stephens personally cannot be spared. The pre-war staff of the Company in Hongkong was five Europeans and there were four more in the Coast ports. The Hongkong office has now been reduced to two Europeans, that is, Mr. Coppin, the manager, who, we understand, is at the moment away, and Mr. Stephens, who is before the Tribunal. In the Coast ports the four Europeans have been reduced to one—Mr. Shrubsole in Canton. We understand that no men have gone directly from the Hongkong office for military service, but that about 600 men from the Home offices have gone.

Mr. LOOKER—One man went direct from the Coast ports, and two have gone indirectly, that is to say, after they had left the Company.

The CHAIRMAN—As to the present staff of two, Mr. Coppin is manager and over-age. He is at present away on business in America?

Mr. LOOKER—Attending a meeting called by the Managing Directors.

The CHAIRMAN—When will he return?

Mr. LOOKER—About the end of September or the beginning of October.

The CHAIRMAN—Mr. Shrubsole, the Canton agent is, we understand, at present spending part of his time in Hongkong assisting Mr. Stephens during Mr. Coppin's absence. The Canton office looks after several sub-agencies in South China. We understand the Military Service Committee in Canton has advised that Mr. Shrubsole should go and that the work be carried on by the Hongkong office.

Mr. LOOKER—I do not think they advised regarding the work, but simply that Mr. Shrubsole should go. I understand that the Appeal Committee in Shanghai advised the same thing. I understand the Company is protesting against it, and I understand the Coast Port Tribunals have no compulsory powers. I understand Mr. Shrubsole has no personal views on the matter, but the firm want to keep him very much because they cannot get on without him. As far as one can foresee it looks as though he will not go. He is about 28 years of age.

The CHAIRMAN (to Mr. Stephens)—During Mr. Coppin's absence you are in charge of the business in Hongkong and your only European assistance at present is this part-time help which Mr. Shrubsole gives?

Mr. STEPHENS—With the exception of a couple of lady typists.

The CHAIRMAN—You were in the Westminster Dragoons for some time?

Mr. STEPHENS—About two years.

The CHAIRMAN—The Company asks for your absolute exemption on the ground that you are personally essential here. Do you yourself support that application?

Mr. STEPHENS—Yes, sir. I do not like to say so, but I have to. I know the truth of the Company's arguments and, speaking impartially, I should say I could not be spared.

Mr. LOOKER—I should like to ask Major Morgan if he claims Mr. Stephens.

Major MORGAN—I make no claim.

Mr. LOOKER—I only just wish to point out briefly the great importance to the Colony of export trade being kept up, and if you begin to interfere with large business like this you must largely affect the trade, particularly the shipping trade, of the Colony. Once you begin to touch trade of this description at once you begin to touch the essential interests of the Colony.

The Tribunal considered the matter in private and subsequently the Chairman announced—The Tribunal is of opinion that two men are sufficient for the business here and in Canton, and the decision of the Tribunal, therefore, is that it exempts Mr. Stephens, but will call him up again when Mr. Coppin returns and reconsider his case if Mr. Shrubsole has not already gone.

MESSRS. MACKINTOSH & CO.

The case of F. A. Mackintosh was then considered.

The CHAIRMAN (to Mr. Mackintosh)—You are 37 and married. We have read your papers and we understand you are managing director of Messrs. Mackintosh & Co., men's outfitters, and that you hold a large portion of the shares. The remaining shares in the Company, which is a private Company, are held by a few friends. You, yourself, we understand, established this business entirely by your self in 1912, and you have been in sole charge of it ever since. You put it to us that the business is, and always has been, a single-handed one under your personal management.

Mr. MACKINTOSH—There was a misstatement in the Tribunal agenda as published in this morning's papers. It was stated that there was no unfit man of military age in the firm. Mr. McKerns is my assistant. He was engaged in 1916 and he is unfit. The absence of his name from the agenda has caused a certain amount of talk in the Colony, and it has been suggested that I was trying to cover up that man.

The CHAIRMAN—It is practically a single-handed business?

Mr. MACKINTOSH—Yes.

The CHAIRMAN—You tell us that the business has steadily grown each year from the start and is now considerable. You give us the actual figures. You also tell us you import a large amount of goods and that you have contracts for a considerable amount now under order. Generally, you put it to us that the business has throughout been entirely dependent upon you and that your leaving would involve its closing down.

Mr. Macintosh—Practically.
The CHAIRMAN—You put it to us that that would be detrimental to the interest of British trade. You also point out that the Home Government allows the manufacture of these goods and therefore recognises both the wholesale and retail seller. You mentioned your assistant just now, Mr. MacKerns. You tell us that before the war you arranged to get an assistant from Home. In December, 1916, you obtained your present assistant from Canada. You engaged him as an unfit man and he is unfit. Could he take charge of the business in your absence?

Mr. Macintosh—No, sir.
The CHAIRMAN—We understand you are prepared if necessary to release him to act as a substitute for a fit man who could not otherwise be spared.

Mr. Macintosh—That is so.
The CHAIRMAN—You have nothing further to say?

Mr. Macintosh—I think not.

Major Morgan urged non-exemption.

The case was considered in private and subsequently the Chairman, addressing Mr. Macintosh, said:—The decision of the Tribunal is that you be exempt.

MR. A. F. BROWN.

The next case was that of Mr. A. F. Brown.

The CHAIRMAN (to Mr. Brown)—We understand you are 29 and are not married, and that you were, until lately, for some years in Messrs. Jardine's sugar refinery. You do not ask for exemption. Well, you will go, Mr. Brown.

MESSRS. GERIN, DREYARD & CO.

The next case was that of Mr. J. D. Birrell.

The CHAIRMAN (to Mr. Birrell)—Your firm are general merchants and consulting engineers, and the letter sent to us and signed, I think, by Mr. Gerin, with the papers attached, speaks of certain contracts with our Government. Can you tell us whether this means contracts of food-stuffs, contracts with the British War Office?

Mr. Birrell—With the British Naval Department here.

The CHAIRMAN—Are they considerable contracts?

Mr. Birrell—At the present time no. They are for the supply of beans.

The CHAIRMAN—You refer also to a contract with the Hongkong Government concerning the Kowloon Railway.

Mr. Birrell—We have a contract for supplying the air-brake parts for engines. It is for the Chinese end of the line and is a fairly large matter.

The CHAIRMAN—You refer to a contract with the Hongkong Electric Company.

Mr. Birrell—That is a large matter.

It is a contract made through us as representing the Westinghouse Company. I do not know whether the supply of the goods will involve any work of erection, but I am the only Westinghouse man here and my supervision will be necessary.

The CHAIRMAN—You put it to us that the firm's business is essential within the meaning of this Ordinance?

Mr. Birrell—Yes, sir.

The CHAIRMAN—And your firm asks for your absolute exemption.

Mr. Birrell—Absolutely.

The CHAIRMAN—With regard to the firm's staff we understand there was no office here at the outbreak of war, but that it was in Canton. Now we understand you have three Europeans in the Hongkong office.

Mr. Birrell—One temporarily, Mr. Gerin himself. He is not here at the present time.

The CHAIRMAN—The only British subject is yourself?

Mr. Birrell—That is so.

The CHAIRMAN—You are 29 and single, and we see that you are described as a commercial engineer. Are you the manager of the business in Mr. Gerin's absence?

Mr. Birrell—I am manager of the firm at all times.

The CHAIRMAN—You claim absolute exemption not only on these grounds but on two others of a personal kind. You say, first, that you were born in Australia and you tell us there is no Conscription Act there. You realise, do you not, that this Tribunal's powers have nothing to do with the laws of Australia. You are under the Hongkong Ordinance which includes all male British subjects. The Tribunal decides against you on that point. You raise another point that we have no jurisdiction over you because you are not a permanent resident in Hongkong. We see from your papers that you have been with your present firm 17 months.

Mr. Birrell—I was engaged in America by this firm and arrived here at the end of May, 1917, fourteen months ago.

The CHAIRMAN—You say "I am not a permanent resident in Hongkong as my business frequently calls me to Canton." About how often does it call you to Canton?

Mr. Birrell—On an average about two days a week. When in Hongkong I live at the Hongkong Hotel.

The CHAIRMAN—Are you a member of the Hongkong Defence Corps?

Mr. Birrell—No, sir.

The CHAIRMAN—In the Directory and Chronicle you are entered in the Hongkong staff and not in the Canton staff.

Mr. Birrell—I was omitted from the Canton staff by accident.

The CHAIRMAN—The words of the Ordinance are not that you must be a permanent resident in Hongkong, but that "for the time being ordinarily resident." The Tribunal decides against you on that point also. There is only one other point left which is as to your being essential to your business here. Have you anything more to say on that point?

Mr. Birrell—I think all the ground has been covered by Mr. Gerin. I am the only engineer of the firm. I am responsible for the engineering in this office, in Canton, Haiphong and Saigon. In the first three places we have offices; in Saigon we have a working agreement with another firm. I am responsible for the engineering in each and every one of these offices.

Major Morgan urged non-exemption.

The Tribunal considered the case in private and subsequently the Chairman announced to Mr. Birrell—The decision of the Tribunal is that you be temporarily exempted until October 12th in order that you may make arrangements.

Mr. Birrell—I give notice that I shall appeal for an extension.

MESSRS. CARMICHAEL & CLARKE.

The last case considered was that of Mr. J. B. Thompson.

The CHAIRMAN (to Mr. Thompson)—We have read your papers. We understand that the business of your firm is that of engineers, marine surveyors and steamship managers. You tell us that you are managing several ships under the shipping control scheme of the local Government and under the requisition of the Imperial Government. We have a list of these ships. You are also Superintendent Engineers to the Pacific Mail and marine surveyors to the Robert Dollar Company.

Mr. Thompson—That is so.

The CHAIRMAN—You put it to us that your work is of an essential character both Imperially and locally and you also put it to us that you personally cannot be spared. You are 36 and single, an engineer, and manager of and partner in the firm.

Mr. Thompson—Yes, sir.

The CHAIRMAN—The pre-war staff of the firm, we understand, consisted of three Europeans, that is to say, Mr. Carmichael, who was a partner, Mr. Brayfield, who was also a partner, and yourself, with a certain number of Chinese. Now the staff, as to Europeans, has been reduced to two, that is to say, yourself and your assistant, Mr. Rowe. Mr. Brayfield has joined the navy and is an Engineer-Lieutenant, and Mr. Carmichael, the senior partner, went away from the Colony on account of his health last year. Is he returning?

Mr. Thompson—No.

The CHAIRMAN—Is your assistant, Mr. Rowe, of military age?

Mr. Thompson—He is 38. He has not yet been medically examined. We sent a note advising the authorities on the subject and he is to go up for examination to-morrow.

The CHAIRMAN—Would it be possible for Mr. Rowe to take over the management of the firm's business if you went away?

Mr. Thompson—No, sir. He knows nothing about the financial end of it. He is a marine engineer.

The CHAIRMAN—Are we right in supposing that, in the event of your absence, Mr. Rowe would have to take charge?

Mr. Thompson—He would have to do the best he could.

The CHAIRMAN—Could Mr. Carmichael come back for the duration of the war?

Mr. Thompson—He is still under doctor's orders. He could not come back.

Major Morgan urged non-exemption. The Tribunal considered the matter in private and subsequently the Chairman announced that Mr. Thompson would be exempt.

SUBSTITUTION.

Before the Tribunal adjourned, the Chairman said:—Mr. Jenkin has prepared a list of names of persons with their various qualifications who are prepared to render whole or part-time assistance in order to liberate men who could not otherwise be spared. Any firms in a position to utilise such assistance are requested to apply to Mr. Jenkin.

The Tribunal then adjourned until Friday at 3.30.

HONGKONG MAGISTRACY. INGENIOUS ATTEMPT AT SMUGGLING.

A Chinese was charged with being in unlawful possession of opium, worth \$79. Defendant stated that he brought the opium from Singapore.

R. O. Clark said the opium was found concealed in defendant's boots.

Mr. Wolfe fined defendant \$350.

DUMPING RUBBISH ON THE
PRAYA.

A Chinese contractor was charged with dumping rubbish on the Praya.

Sergeant Blackman stated that although the P.W.D. refused to issue permits to contractors to dump rubbish on the Praya they persisted in the practice. In the present case over forty tons of sand were heaped up on the Praya, causing a general obstruction to traffic for several hours.

Mr. J. R. Wood fined defendant \$20.

BRANDY AND WHISKY IN COURT.

A Chinese was charged with being in unlawful possession of four bottles of brandy, two bottles of maraschino, and one bottle of whisky, of the total value of \$10.10.

Defendant stated that he bought the liquor from a marine hawk for \$3.50. The man subsequently disappeared and he did not know whether he had gone.

Sergeant Blackman stated that in his opinion the liquor had been stolen from a compadore's shop in the neighbourhood of the Central Market. His enquiries, however, proved unsuccessful.

Mr. J. R. Wood fined defendant \$10, with the alternative of fourteen days' hard labour.

AN ECHO OF THE BELCHER'S
STREET FIRE.

A coolie was charged with stealing four panes of glass from a house destroyed by the recent fire at Belcher's Street.

Defendant stated that another man gave him the glass and while he was taking it away he was arrested.

Inspector MacDonald stated that defendant took the watchman to a house in Belcher's Street and pointed out the man who, he alleged, gave him the glass. Later, this man disappeared and no trace of him could be found.

In the witness-box the District Watchman denied that he had informed Inspector MacDonald that he saw the second man who had since disappeared.

Inspector MacDonald asserted that the watchman did so inform him.

Mr. Wolfe sentenced defendant to six weeks' hard labour.

The District Watchman was then charged with perjury and fined \$10, with the alternative of three weeks' hard labour.

ROW AT THE GRAND HOTEL.

Sivend Osterberg, a Swede, was charged with damaging property at the Grand Hotel, and with assaulting a member of the Middlesex Regiment.

Defendant pleaded guilty to the first charge, but denied the second.

Sergeant Blackman said he wished to withdraw the second charge, as the complainant was under the impression that it was not defendant who struck him.

This charge was accordingly withdrawn.

In connection with the first charge, Mr. Reichmann, manager of the Hotel, said that defendant had been drinking but was not drunk. There were several people in the hotel at the time, and defendant became abusive and commenced to fight. One man tried to hold him down and defendant assaulted him. A general uproar followed. Defendant broke two marble tables, one chair, and a small table, and smashed several mirrors by throwing bottles at them. Witness claimed \$50 as compensation for the damage done to the hotel property.

Sergeant Blackman stated that defendant was a seaman and his ship was expected to leave early that morning. Owing, however, to some trouble on board the ship was delayed.

Mr. Wood suggested that complainant and defendant should appear before the Captain Superintendent of Police and arrive at an amicable settlement.

This was agreed to by both parties.

Later on, Sergeant Blackman informed the Magistrate that complainant had accepted defendant's offer to pay \$40 as compensation.

Mr. Wood said that if the defendant could discharge the claim the charges against him would be withdrawn.

(Continued at foot of next column.)

FOILING AN ATTACK ON THE SUEZ CANAL. INDIAN SERGEANT'S FINE LEADERSHIP.

An incident in guarding the Suez Canal during the first year of the war, hitherto unrecorded, is worth the telling. The Canal is 92 miles long and the troops available for its defence in those early days were only sufficient to hold small redoubts a few miles apart and to send slender patrols backwards and forwards between them.

One morning, just as the first false dawn of the East was clearing, an Indian sergeant, with two of his men, was patrolling, when he met a patrol of two men coming from the other direction. To these he said "The night is now over; join my party and we will return together." A little further on his party of one N.C.O. and four men met the next patrol of two men; and to them the sergeant also said "Follow me." The whole proceeding was accidental and perhaps not quite regular, but before long the sergeant had need of his men.

Barely had the little party of seven gone half a mile when one of his scouts came running back. "Lie down quick," he said, "I saw some Enver bats (the head dress of the Turks which has replaced the historic fez) peeping over yonder mound. And I think also I saw one or two Germans." "If that is so," said the sergeant, "we will at once attack them."

Forming his six men into a line of skirmishers he ordered an advance, taking advantage of every scrap of cover. They had not gone far when a hail of bullets fell on them; the sergeant was shot through the knee, whilst one of his little army was killed.

"The enemy is evidently in force," remarked the sergeant as he bound up his leg. "Therefore, Sher Singh, run back along the bank and shout across to the trenchmen at the next gate to stop the shipping both ways. Then run on and tell the Colonel Samib what has happened. It is two miles you have to run, but be of good courage, I will remain here with these men and hold the enemy."

At that moment three ships appeared round a bend in the Canal, followed at a little distance by two more, all steaming into the ambush set by the Germans. The sergeant was in an agony, but with his four remaining men opened rapid fire on the enemy, hoping thus to warn the ships in time. To his relief he saw the leading ship suddenly turn her engines full steam astern and gradually warp into the far bank out of immediate danger; and the ships behind, noting that something was amiss, though they could neither see nor hear anything, immediately followed suit.

The Turks, now finding they had only a small patrol in front of them, began advancing in large numbers, so as to brush them aside and get at the ships. The sergeant, however, was a brave fellow, and knowing the importance of holding the Turks back fought a fine rearguard action, disputing every yard of ground. As the light went on he lost two more men; so that, himself badly wounded, he had only two men left, and one of these was also wounded. Things looked desperate, but it is always darkest before dawn; and so surely enough at this critical moment the Turkish fire ceased.

The sergeant was peering about anxiously to see what this meant, and what new plan of attack was being prepared, when the man at his right, a few yards off, suddenly gave an exclamation of joy. "See there, by the grace of Allah, we are saved!" The Colonel Samib, with some men, a company at the least, is issuing from the fort to cut off the Turks—may they perish in hell!"

His sight was keen and true, and the Turks had seen also and were in full flight. It proved afterwards that this brave Indian sergeant and his six men had achieved a very notable success. The enemy force consisted of 500 Turks, with three guns, led by German officers, and their intention was to sink by gunfire the first ship that came along, hoping the next might foul her, or also be sunk by gunfire, and that thus the Canal would be blocked for weeks.

OBTAINING MONEY BY FALSE
PRETENCES.

Four Chinese were charged with obtaining money by falsely representing themselves to be collectors for the Wo Too Temple in Second Street, and with trying to bribe a District Watchman to be allowed their freedom.

Inspector MacDonald stated that defendants went round collecting for religious ceremonies at the Wo Too Temple, which was not recognised by the Kai Fong. Defendants went to one of the houses, and asked for a subscription, and an unsuspecting woman gave them \$1. Later on, when defendants had left, she found that her pipe was missing, and she followed defendants, who attempted to pacify her by stating that they were willing to accompany her to her home. When they returned to complainant's house, one of the defendants attempted to replace the pipe unobserved, but was caught in the act. He was handed over to a District Watchman, to whom he offered \$5 for his and his companion's freedom. Inspector MacDonald added that defendants had no authority whatever to collect subscriptions. Another of the defendants had stolen a fan.

After hearing the evidence, Mr. Wolfe remanded the case till next Tuesday.

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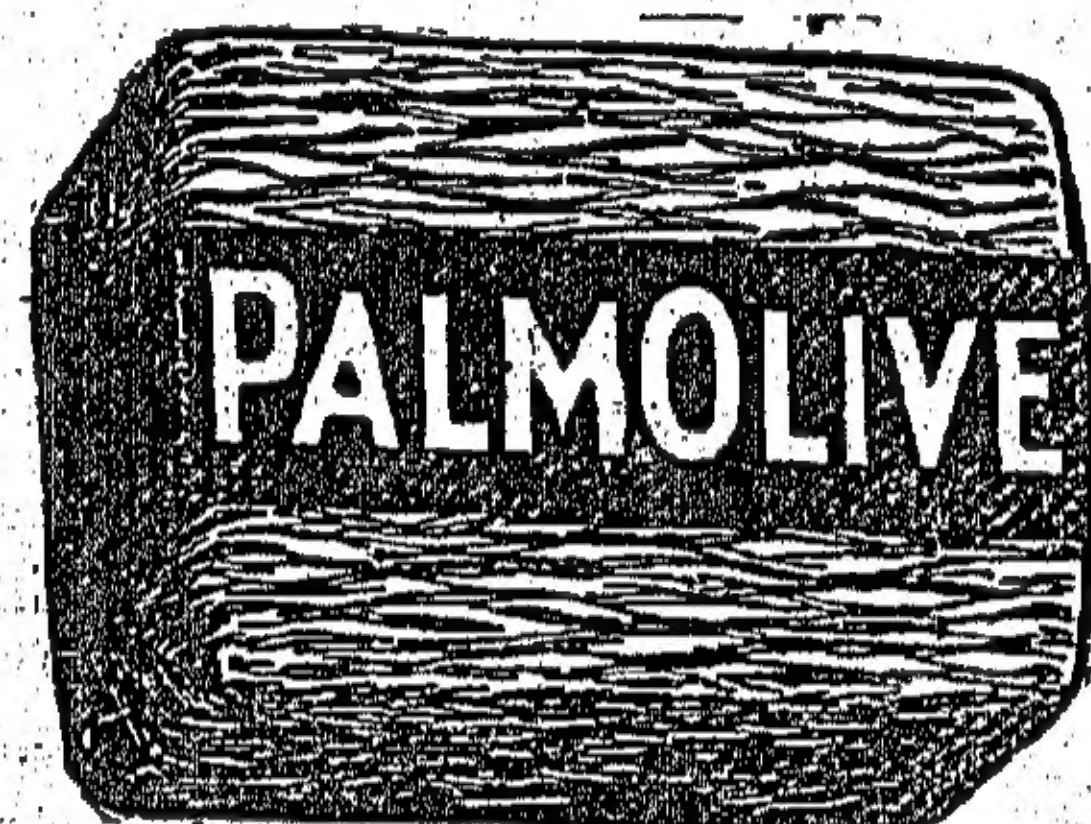
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THE WAR.

FRENCH OPEN A NEW ATTACK. CAPTURE VILLAGES AND ADVANCE FOUR MILES.

AMERICANS CROSS MARNE AND SEIZE TOWNS.

ZEEBRUGGE HEROES DECORATED.

OPERATIONS IN MESOPOTAMIA.

Franco-Belgian front.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE BRITISH FRONT.

POSITIONS IMPROVED.

LONDON, July 23rd.
1.35 p.m.

Field-Marshal Sir Douglas Haig reports:—We advanced our line slightly yesterday southward of Morris and Metoren, and southward of Hebuterne.

We improved our positions at night in the Hamel sector.

We successfully raided in the neighbourhoods of Ablainze-Ville, Alette, Oppy, Agion and Lens, taking several prisoners and machine-guns. As a result of a patrol encounter at Morris we captured prisoners and killed 50.

There was considerable hostile gas-shelling at Villers-Bretonneux and reciprocal artillery firing in the Dickebusch sector.

GERMAN REPORT.

LONDON, July 22nd.
12.30 a.m.

A wireless German official report states:—We repulsed English attacks between Beaumont and Hamel, also eastward and south-eastward of Hebuterne. The enemy's attacks against Soissons from the southwest collapsed.

EARLIER CABLES.

HOSTILE ARTILLERY FIRING.

LONDON, July 22nd.
11.00 p.m.

Field-Marshal Sir Douglas Haig reports:—There was hostile artillery firing southward of Arras and eastward of Nieppe Forest.

AERIAL OPERATIONS.

A strong west wind and low clouds on Sunday almost prevented flying, but on a small part of the front various targets were bombed, including a railway station. A direct hit was obtained on an ammunition train.

Five hostile machines were brought down. Four British machines are missing.

Our night-fliers were able to raid on the bulk of the front. They dropped 13 tons of bombs on railways at Seclin, Menin, Lille, and Cambrai.

LATEST CABLES.

FRENCH FRONT.

BOLD FRENCH OPERATION.

PARIS, July 23rd.

A communiqué states:—There was only artillery firing at night-time on the entire battle front.

North of Montdidier a boldly conducted local operation enabled us to occupy the villages Mailly Rainval, Sauvillers and Aubvillers.

We captured 350 prisoners.

An attack was made at 8.15 this morning. We advanced a mile within an hour and captured the villages Aubvillers, Sauvillers, and Mongival, and reached the crest of Mailly-Rainval.

FRENCH ADVANCE ONE MILE.

LONDON, July 23rd.
3.15 p.m.

The French opened a new attack north-west of Montdidier and advanced a mile on a front of four miles. They captured three villages.

It is not yet certain whether this represents the total length and front of the attack.

POWERFUL GERMAN COUNTER-ATTACK.

PARIS, July 23rd.

A communiqué states:—The Germans to-day attempted by powerful counter-attacks to arrest our progress between the Marne and the Oureq.

The French and Americans resisted all assaults and accentuated progress.

We passed the heights east of La Croix Grisolle and captured the village of Pieds.

We gained ground north-east of Mont St. Pere.

Between the Marne and Rheims hard fighting proved resultless for the enemy.

We hold our lines in the Courton and Roi Woods.

The British farther north advanced, taking 200 prisoners and 40 machine-guns.

There was great artillery activity but no infantry action north of the Oureq and in Champagne.

AERIAL ACTIVITY.

Our bombing squadrons were most active on July 21st, despite the weather. They dropped during the day and night 50 tons of bombs on communications, cantonments and bivouacs in the Vesle and Ardre valleys.

The stations at Laon, Fismes, Berryaube, etc., and Fere-en-Tardenois, choked with troops and convoys, were especially bombed. An immense conflagration followed and several explosions were observed. Another fire broke out at the station at Fismes. Tens of thousands of machine-gun cartridges were fired on German troops and batteries in the region of Courmont, Rouderes and Villeneuve. German batteries, which were most active, were silenced.

Our pilots on July 21st felled nine enemy machines.

AMERICANS OCCUPY TOWNS.

LONDON, July 23rd.
7.20 a.m.

An American communiqué, issued yesterday, stated:—Co-operating with the French, we continued to advance and crossed the Soissons-Chateau Thierry road between the Oureq and Clignon, reaching the road Beau Epieds-Charleves.

We crossed the Marne and occupied towns, the condition of which shows they had been abandoned in great haste.

GERMAN REPORTS.

LONDON, July 22nd.
12.30 a.m.

A wireless German official report states:—The enemy seven times attacked Soissons-Chateau Thierry road.

His assault north-westward of Hartennes broke down.

We drove him back south-westward at Hartennes.

We held our positions north-westward of Chateau Thierry against repeated American attacks.

Without being disturbed we withdrew our defences northward and north-westward of Chateau Thierry.

An English and Franco-Italian attack between the Marne and north of the Ardre failed.

LATER.

A German evening official report states:—French attacks between the Aisne and the Marne failed.

Fresh fighting developed last evening between the Aisne and the Oureq.

LONDON, July 22nd.
11.25 p.m.

A wireless German official report states:—Sunday's fighting resulted in a complete success for the Germans. The enemy attacks south-westward of Soissons and south-westward of Hartennes broke down. We threw back the enemy northward of Ville-Montoire.

We defeated an assault astride Oulchy-le-Chateau.

Strong enemy attacks northward and north-eastward of Chateau Thierry broke down, with heavy losses.

We sangunarily repulsed British and French forces between the Marne and the Ardre.

ENEMY PREPARING FOR FURTHER RETREAT.

LONDON, July 22nd.
10.55 p.m.

Reuter's Correspondent at French Headquarters reports this afternoon:—

North of the Marne the enemy is preparing for a further retreat in the angle between the Marne and the Ardre, and is blowing up munition dumps and burning stores which he has no time to remove.

The enemy's position in heavily-wooded and broken country without main roads and railways which he can use is becoming, under the constant Allied pressure, more difficult every hour.

The enemy, to feed his Soissons-Marne front, has only one line of railway from the Aisne in the neighbourhood of Bourge to Bazoches, where it joins the main line from Soissons to Rheims.

FRENCH REGAIN OLD FRONT LINE.

LONDON, July 23rd.
2.10 a.m.

The latest reports of the fighting on the Western Front this afternoon show that, despite a strong resistance, the French continue to register advances at many places. They crossed the Marne at two places.

Yesterday's operations resulted in the French capturing 1,000 prisoners between the Aisne and the Marne, while the British captured 350 prisoners and four guns around Marfaux.

The Germans in retreating from the south of the Marne abandoned 45 guns, bringing the total to 460 guns captured in the Allied counter-offensive.

East of Rheims several enemy attacks were repulsed, except north of Perthes, where the enemy gained a little ground.

The French regained their old front line between Suippes and Massiges.

GERMAN RETREAT MAY TURN INTO A ROUT.

LONDON, July 23rd.
8.10 a.m.

Though the obstinate struggle is deepening and extending, the news continues most favourable for the Allies. The Germans have not yet recovered from their surprise and confusion and have given no sign of attempting a diversion elsewhere on the Marne. Their energies are being concentrated on defensive fighting and a series of desperate rearguard actions, in the hope of extricating the bulk of their forces from the clutches of the Allies, who are advancing simultaneously from three points of the compass.

Their position, which is critical, vies with the relentless pressure maintained by Generalissimo Foch, which may still turn the retreat into a rout. To avoid this, experts are of opinion that the enemy must draw still more largely from his reserves, probably from the forces facing the British front.

Unless he receives such help it will be impossible for the enemy to cross the 24 miles of rugged country to the north bank of the Aisne, including the crossing of the rivers Oureq, Vesle and the Aisne.

Two very important points which the Allies from the west will endeavour to reach, in order to cut off the Germans, are Fere-en-Tardenois, which is the important junction of the roads, and Fismes. The ruggedness of the country between the Marne and Rheims accounts for the desperation of the fighting there, enabling the Germans to prolong their defence.

Correspondents on the French Front express the greatest admiration for the spirit of the British in this region, who insisted upon attacking immediately they arrived, though opposing Germans who included a "shock" division, with ground most favourable for machine-gun defence.

The inactivity of the infantry north of the Oureq and in Champagne yesterday is semi-officially ascribed in Paris to the enormous German losses, the extent of which is calculable from the fact that in front of General Gouraud's army alone 50,000 Germans were put out of action by hundreds of guns, which were unmasked only when the assaulting waves crossed the covering zone and approached the real line of resistance.

Praise is lavished in Paris on the presence and strategy of Generalissimo Foch, also upon General Fayolle, to whom Generalissimo Foch entrusted the execution of his plans. General Mangin and de Goutti are in command of the two armies under General Fayolle.

The latter are still capable of being utilised along a certain distance astride the Bazoches, but the junction there is being constantly bombed. The Germans must find it very difficult to use the limited railway facilities remaining, and the enemy may possibly fall back on the Vaise line, abandoning the Crise and the commanding plateau separating the Crise and Vesle valleys.

EARLIER CABLES.

[THROUGH HAVAS AGENCY.]
COMPULSORY GERMAN
RETIREMENT.

PARIS, July 22nd.

Havas Agency states:—Following the recrossing of the Marne by the Germans on Friday night, victory was won yesterday, when the Crown Prince's forces were compelled, in order to avert disaster, to retire precipitately from Chateau Thierry, which city was re-occupied by the Allied troops at day-break.

The region north-northeast of this place has been cleared to the extent of from three to four miles.

Marching ahead, with an even sequence of success, indicating excellent organisation, the Allies again gained important stretches of ground, and, in addition to winning back Chateau Thierry, made a considerable advance on both flanks in the Soissons-Marne-Rheims salient.

On the left Generalissimo Foch's troops pushed well ahead and astride the Oureq, and reached the Soissons-Chateau Thierry high road, the main link of communication for von Boehm's armies, which will now have to rely on two or three third-rate roads a mile or so farther back. The main railway line of supply is also under fire. At many points the advance is several miles, despite the tremendous efforts of the Germans to hold it. The value of this success will be more apparent with the development of the operations.

On the right, between the Marne and Rheims, the Allies met with fierce opposition from the troops told off to avoid the complete disaster that would befall the Crown Prince's armies if the defence broke down on this flank, but, nevertheless, the British, with their French and Italian comrades, made an appreciable advance in the difficult country of Montagne-de-Rheims, especially in the Ardre valley.

In order to better realize the importance of the success won by the Allied troops, it may be interesting to recall the articles published by the German Press before the Allied counter-offensive.

In the *Berliner Tageblatt*, General von Ardenne emphasised the fact that there was no fear of the issue, and that the establishment of the Germans south of the Marne might be considered definitive.

The military editor of the *Deutsche Tages Zeitung* stated that the French must definitely give up all hope of making the German troops recross the Marne.

The German papers to-day must regret publishing such articles, which prove that the Imperial troops have suffered a severe defeat.

The Near East.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE OPERATIONS IN MESOPOTAMIA.

HEAVY TURKISH CASUALTIES.

LONDON, July 22nd.

In the House of Commons, Lord Robert Cecil stated that the operations by General Marshall on the Euphrates in March and in the neighbourhood of Kirkuk in April resulted in the annihilating of 10,000 Turks, including 7,000 prisoners, also the capture of 30 guns and much other war material.

Aerial Activities.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

BRITISH RAIDING IN GERMANY.

LONDON, July 23rd.

The Air Ministry announced:—We dropped a ton of bombs on railway sidings at Lunenburg.

We attacked the Badische Anilin Factory. Many good bursts were observed, and a large explosion was caused at the factory.

South-eastward of Zwiebrücken we bombed three aerodromes. Low-fliers hit and brought to a standstill five trains, and bombed and machine-gunned search-lights and anti-aircraft guns. All returned.

We attacked on Monday an important powder factory at Rottweil, hitting a big shed, with the result that several others blew up. The fire was seen for sixty miles. All returned.

Naval Activities.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

ECHOES OF ZEEBRUGGE. AWARDS OF VICTORIA CROSS.

LONDON, July 23rd.

Echoes of the stirring events at Zeebrugge on the night of April 22nd-23rd are contained in the *Gazette*, announcing the awards of various decorations to the participants.

The Victoria Cross is awarded to the following:—

Commander Carpenter, Commanding the *Vindictive*, for setting a magnificent example of calm composure in navigating mined waters and reaching the mole in the darkness, then in supervising the landing in face of a heavy fire from batteries, machine-guns and rifles. He walked round the decks encouraging the men in the most dangerous and exposed positions.

Lieutenant Sandford, submarine *C3*, for skillfully placing his vessel between the piles of the viaduct. He and his crew eagerly undertook the hazardous enterprise, well knowing that if they were not in the water at the moment of the explosion they would be killed outright. Lieut. Sandford disdained to use the gyro for steering, which would have enabled him and his crew to abandon the submarine at a safe distance, preferring to make sure as far as it was humanly possible of accomplishing their duty.

Lieutenant of Naval Reserve Dean, Commander of motor launch *2/4*, for magnificently handling his boat while embarking the crews from the blockships under a constant and deadly machine-gun and heavy-gun fire at point-blank range. His steering-gear broke down, but he manoeuvred his boat by the engines, avoiding destruction by steering so close under the mole that the guns of the shore batteries could not sufficiently depress to fire at his boat. His courage and daring saved many valuable lives.

Captain Bagnford, Marine Infantry, who commanded one of the landing companies, and established a strong-point. He led an assault on a battery with the utmost coolness and valour.

Sergeant Finch, Marine Artillery, second in command of the pom-poms and Lewis guns on the *Vindictive*. He maintained a continuous fire from the foretop, keeping down the enemy's destructive fire. Unfortunately, two "heavies" directly hit the foretop, killing and disabling everybody except Finch, who, severely wounded, nevertheless showed consummate bravery by remaining in the battered and exposed position and again getting the Lewis gun into action and harassing the enemy on the mole until the foretop was again directly hit, completely putting out of action the remainder of the armament, but Finch had saved many valuable lives.

Able-Seaman McKenzie, who did great execution with a machine-gun as a member of a storming party on the mole.

Commander Carpenter, Captain Bamford, Sergt. Finch, and Seaman McKenzie were selected by their comrades to receive the Victoria Cross.

Italian front.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

BRITISH RAIDS AT ASIAGO.

LONDON, July 22nd.
12.30 a.m.

A British Italian official report states:—We carried out three raids westward of Asiago, killing 80 and capturing 24 prisoners.

We destroyed 17 aircraft since July 15th.

EARLIER CABLES.

ALBANIAN OPERATIONS.

FRENCH CARRY AUSTRIAN POSITIONS.

LONDON, July 22nd.
11.55 p.m.

A French Eastern communiqué states:—Northward of the Devoli our troops dashingly carried Austrian positions backed by the river Horta and captured 100 prisoners.

General.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

REASON FOR AUSTRIAN CABINET'S RESIGNATION.

LONDON, July 22nd.

The resignation of the Austrian Cabinet was due to the refusal of Dr. Seidler, supported by the German Austrians, to accede to the demands of the Poles and Slavs, who form the majority in the Reichsrat. The defeat on the Piave, the German failure on the Marne, and the economic distress in Austria were also factors.

OATH OF ALLEGIANCE BY CIVIL SERVANTS.

LONDON, July 22nd.

In the House of Commons, Mr. Bonar Law stated that the Government is prepared to require an oath of allegiance from persons entering the Civil Service in future.

CONDITIONS AT ZEEBRUGGE.

AMSTERDAM, July 23rd.

The repairs to the Zeebrugge harbour, mole and locks are constantly being destroyed by the Allied airmen. It is even reported that two torpedo-boats in the harbour were recently sunk. The Canal remains closed.

The Germans are compelling the Belgians from the surrounding districts to work at Zeebrugge and on the Mole.

THE IMPERIAL CONFERENCE.

LONDON, July 23rd.

The *Morning Post* states that the Imperial Conference has been sitting morning and afternoon during the past few days, and it is hoped to finish business on July 26th.

A few sittings of the Imperial Cabinet should suffice to consider the Conference's decisions, after which it is expected that the Representatives will arrange for their early return to the Dominions. Already the Canadians, Mr. Meighen and Mr. Calder, and the Premiers of Alberta, Manitoba, and Saskatchewan have returned to Canada.

Sir Robert Borden last week visited the three Canadian Camps, and was much impressed by the fine marching of the Regiment of French Canadians, who had been in training only one day.

Sir Robert Borden stated he had learned at each camp that the men now arriving from Canada are making wonderful progress.

Sir Robert Borden receives the freedom of Cardiff to-morrow.

Mr. W. M. Hughes is the guest of the Marquis of Londonderry to-morrow, at a dinner at the Savoy, to meet the leaders of capital and labour.

SUNKEN DREADNOUGHT.

DARING ITALIAN EXPLOIT.

"Into the Wolf's jaws!" was the parting cry with which Commander Pellegrini and his three comrades pushed off in their boat from the side of their escort and pitched away across a rough sea in the darkness towards the inner harbour of Pola to torpedo an Austrian battleship there. It was at a mile and a half from the breakwater and at 2.15 a.m. that the convoying flotilla hove to. They had met no Austrian craft on the way across the Adriatic. Only a large searchlight kept watch seaward. As the crews of the escort strained their eyes after the boat with its four men and torpedoes none of them dared to hope that any of the gallant little raiding party would win through this dangerous errand with their lives. The boat vanished, and for an hour the waiting escort had no sign.

At last a single cannon shot crashed out ashore. The Italian craft had succeeded in getting past all the booms that protect the harbour and had been discovered. At the same time as the alarm gun the destroyers heard two unmistakable thuds of bursting torpedoes. At once every coast battery burst into furious firing. Machine-guns added to the din, and forty searchlights springing to life combined their dazzling rays to flood the harbour beyond the booms with light. To the watching escort Pola breakwater stood out like a bar of ebony against the brilliant lake of silver radiance. Then from the midst of confusion of the bombardment and illumination soared up suddenly two rockets. They came from the boat that was the cause and object of the enemy's alarm. The first was a pre-arranged signal for "have torpedoed a battleship," and the second meant "Escape impossible; am sinking back." Clear off and leave us! Hoping still, however, the escort delayed its departure and was attacked meanwhile by eight Austrian seaplanes. Seven Italian seaplanes arrived and shot down three of the enemy after a fight which lasted an hour. At last the flotilla came away. Its errand was accomplished, but the four good men who carried it out had been left. Good news has since come that Pellegrini and one other are prisoners, and meanwhile, though certain confirmation is not yet obtainable, there is strong reason to believe that an Austrian battleship lies on the bottom, sunk at her moorings.

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NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or invoices.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DUNCAN, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to

P. L. KNIGHT,

Acting Superintendent.

NIPPON YUSEN KAISHA.

JAPAN MAIL S.S. CO.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	INABA MARU ... 12,800-Tons	17th Aug. 11 A.M.
	IYO MARU ... 12,330-Tons	4th Sept. 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU ... 12,500-Tons	17th Aug. 11 A.M.
	NIKKO MARU ... 9,600-Tons	14th Sept. 11 A.M.
SHANGHAI, MOJI & KOBE	TAISHO MARU ... 6,000-Tons	26th July.
LONDON or LIVERPOOL via SINGAPORE, PENANG, COLOMBO, DELAGOA BAY & CAPE TOWN		
MELBOURNE via MANILA, ZAMBOANGA, THURS. IS., TOWNSVILLE, BRISBANE & SYDNEY		
NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO & PANAMA CANAL		
BOMBAY via SINGAPORE, MALACCA & COLOMBO		
CALCUTTA via SINGAPORE, PENANG & RANGOON		

§ Omitting Shanghai and/or Moji. † Wireless telegraphy.

HONGKONG, VICTORIA, B.C., SEATTLE

MANILA, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,000 tons displacement.

Next Sailings From Hongkong:

† SUWA MARU ... Wed. 14th Aug. at 11 A.M.

† FUSHIMI MARU ... Wed. 11th Sept. at 11 A.M.

† Omitting Manila Eastbound.

For further information apply to

NIPPON YUSEN KAISHA.

H. MORI, Manager.

Telephone 263 and 283

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
KOREA MARU	20,000	TUES., 13th Aug.
SIBERIA MARU	20,000	THURS., 16th Aug.
TENYO MARU	22,000	SUN., 5th Sept.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, OALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
ANYO MARU	18,500	Sept. 25th.
NIFFON MARU	11,000	Nov. 6th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICE, LTD. and the PACIFIC MAIL STEAMSHIP CO.
Passengers may travel by Rail between Ports of Call in Japan free of Charge.
For full information as to rates, sailings, etc., apply to—

TELEPHONE 2274 and 2275.

T. DAIGO, Manager,
King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SERVICE TO AND FROM JAPAN VIA SHANGHAI

SERVICE TO AND FROM EUROPE

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, apply to

F. RADAMELLE,

Agent,
Queen's Building.

TELEPHONE 740.



O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

GENOA LINE—Monthly service via Singapore, Bombay, and Port Said, taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamers.

NORTH AMERICAN LINE—Regular fortnightly services between Hongkong and Puget Sound ports touching at intermediate ports in Japan.

"MANILA MARU" ... FRIDAY, 26th July, at 2 P.M.
"CHICAGO MARU" ... THURSDAY, 1st Aug., at 3 P.M.

SOUTH AMERICAN LINE—Every two months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

BOMBAY LINE—Regular fortnightly service for Bombay calling at Singapore, and Colombo.

JAVA LINE—Monthly service for Batavia, Sourabaya and Samarang.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.

FORMOSAN LINE—The steamers will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the Wharf Telephone No. 76 will be fixed.

KEELUNG via SWATOW and AMOY.

"AMAKURA MARU" ... SUNDAY, 28th July, at Noon.

TAKAO via SWATOW and AMOY.

"ROSHU MARU" ... THURSDAY, 1st Aug., at 8 A.M.

FOR SAILING DATES AND FURTHER PARTICULARS

Please Apply to—

K. YAMAGUCHI, Manager.

No. 1, Queen's Building

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (14,000 tons, American Registry).

"CHINA" (10,000 tons, American Registry).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" August 7th.

"CHINA" August 31st.

[An unsurpassed high-class passenger service.]

Prince's Building.

O. H. BITTER, Freight and Passenger Agent,
Lee House Street, Tel. 1944.

POST OFFICE NOTICE.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

OUTWARD MAILS.

REGISTERED and PARCEL MAILS close 15 minutes earlier than the time given below unless otherwise stated.

For	Per	Date
Haiphong	Thursday, 25th, 8.00 A.M.
Straits and Bangkok	Thursday, 25th, 9.00 A.M.
Formosa via Anping	Thursday, 25th, 11.00 A.M.
anghai, and North China	Thursday, 25th, 2.00 P.M.
Swatow	Thursday, 25th, 3.00 P.M.
Formosa via Keelung, Canada, United States, Central and South America and Europe via Victoria, B.C.	Friday, 26th, 11.45 A.M. Letters ... 12.30 P.M.
Swatow	Friday, 26th, 1.00 P.M.
Philippine Islands, Sandakan, Australia, New Zealand and New Guinea via Port Darwin	Friday, 26th, 12.45 P.M. Letters ... 1.30 P.M.
Philippine Islands	Friday, 26th, 2.00 P.M.
Straits, Bangkok, Ceylon, South Africa, Bombay, Aden, Port Said, Egypt and Europe via Suez	Friday, 26th, 3.00 P.M.
Shanghai and North China	Friday, 26th, 3.00 P.M.
Straits and Europe via Suez	Friday, 26th, 4.15 P.M. The Parcel Mail will be closed on Friday, 25th inst., at 3 p.m. ...
Weihsaiwei and Tientsin	Friday, 26th, 5.00 P.M.
Japan via Nagasaki, Honolulu, Canada, United States, Central and South America, and Europe via San Francisco	Saturday, 27th, 9.45 A.M. Letters ... 10.30 A.M.
Swatow, Amoy and Formosa via Keelung	Sunday, 28th, 9.00 A.M.
Weihsaiwei and Tientsin	Tuesday, 30th, 11.00 A.M.
Swatow, Amoy and Foochow	Tuesday, 30th, 1.00 P.M.
Shanghai and North China	Tuesday, 30th, 2.00 P.M.
— AUGUST —		
Philippine Islands, Formosa, via Keelung, Shanghai, North China, Japan via Moji, Canada, United States, Central and South America and Europe via Victoria, B.C.	Thursday, 1st, 11.45 A.M. Letters ... 12.30 P.M.
Straits, Bangkok, Bombay, Aden, Egypt and Europe via Suez	Friday, 2nd, 9.45 A.M. Letters ... 10.30 A.M.

* Superscribed correspondence only.

LOCAL AND REGULAR MAILS OUTWARD.

For	On Week-Days	On Sundays & Holidays
Tai O ...	9.00 A.M.	—
Tai Po ...	10.00 A.M.	10.00 A.M.
Queang Chow ...	7.30 A.M. 7.30 P.M.	—
Shataukok, Shatin, Sheungshui, Auker, Ping Shan and Tientsin ...	4.00 P.M.	—
Aberdeen, Sai Kung and Stanley ...	4.30 P.M.	—
Canton and Samshui ...	7.30 A.M. 1.30 P.M. Letters 5.00 P.M.	5.00 P.M.
Wuchow ...	4.00 P.M.	4.00 P.M.
Macao ...	7.15 A.M. 1.30 P.M.	9.00 A.M.
Kongmoon ...	6.00 P.M.	5.00 P.M.
Namten and Sammel ...	Except Saturdays 8.00 P.M.	5.00 P.M.
Shamshui ...	10.00 A.M. 4.00 P.M.	10.00 A.M.

From Sheungwan Western Branch P.O.

For	On Week-Days	On Sundays	On Holidays
Macao ...	7.30 A.M. 1.30 P.M.	9.30 A.M.	7.30 A.M. 1.30 P.M.
Canton and Samshui ...	7.30 A.M. 1.30 P.M.	9.30 A.M.	7.30 A.M. 1.30 P.M.
Tai Ping Tang ...	9.30 A.M.	9.30 A.M.	9.30 A.M.
Shak Ki ...	9.30 A.M.	9.30 A.M.	9.30 A.M.
Kongmoon ...	9.30 A.M.	9.30 A.M.	9.30 A.M.
Kauchook ...	9.30 A.M.	9.30 A.M.	9.30 A.M.
Kauchook ...	9.30 A.M.	9.30 A.M.	9.30 A.M.
Wuchow ...	4.00 P.M.	4.00 P.M.	4.00 P.M.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 25th.

	Previous Day at 3 p.m.	at 6 a.m.	at 2 p.m.
Barometer ...	29.54	29.54	29.57
Temperature ...	83	76	80
Humidity ...	87	86	91
Wind Direction ...	SE	East	SE
Force ...	2	2	2
Weather ...	0	0	0
Rain ...	0.10	—	0.80

Highest open-air temperature on 23rd 84

Lowest open-air temperature on 24th 76

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c.

Private Residences at the OUTPOSTS, A Comprehensive and Complete Record of the

NEWS OF THE FAR EAST

Is given in the

HONGKONG WEEKLY

PRESS

with which is incorporated

The CHINA OVERLAND TRADE REPORT.

Subscription paid in advance, \$10 per annum. Postage

is to any part of the World.

COMMERCIAL.

CLOSING QUOTATIONS.

	July 24th.
LONDON—	
Telegraphic Transfer ...	3/3 1/2
Bank Bills, on demand ...	3/4
Bank Bills, at 30 days' sight ...	3/4 1/2
Bank Bills, at 4 months' sight ...	3/4 1/2
Credit, at 4 months' sight ...	3/4 1/2
Documentary Bills, at 4 months' sight ...	3/4 1/2
ON PARIS—	
Bank Bills, on demand ...	45 1/2
Credit, at 4 months' sight ...	45 1/2
ON NEW YORK—	
Bank Bills, on demand ...	75 1/2
Credit, at 60 days' sight ...	—
ON HONGKONG—	
Telegraphic Transfer ...	nom
Bank Bills, on demand ...	—
ON SHANGHAI—	
Telegraphic Transfer ...	nom
Bank Bills, on demand ...	—
ON HANKOW—	
Bank Bills, at sight ...	nom
Credit, at 30 days' sight ...	14 1/2
ON YOKOHAMA—	
On demand—Pence ...	15 1/2
ON MANILA—	
On demand ...	14 1/2
ON BATAVIA—	
On demand ...	15 1/2
ON HONGKONG—	
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